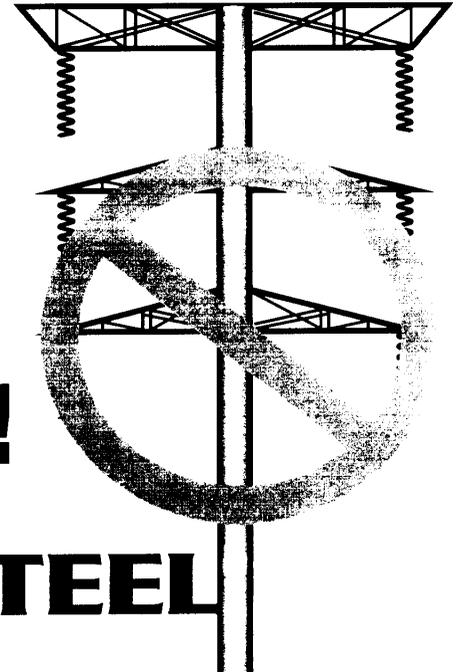


**PROTECT OUR COMMUNITIES FUND (POC FUND)
AT THE
THE SAN DIEGO FOUNDATION
TO DEFEAT
SDGE'S PROPOSED SUNRISE POWERLINK**

OUR MISSION: To prevent construction of the Powerlink and at the same time help San Diego County achieve a long-term goal of local generation and distribution of renewable and clean energy.

HOW YOU CAN HELP: Current funding is needed as well as pledges over the next two year period to defeat this unnecessary and destructive project. Donations and pledges can be made for the next two years to help fund the costs for experts, attorneys, etc. in an effort to begin the technical arguments and legal case against the T line. Donations can be mailed directly to The San Diego Foundation (SDF) or to Denis Trafecanty in Santa Ysabel. We established the POC Fund at SDF for the purpose of funding Our Mission and we can assure you that the SDF and the POC Fund are working in concert to ensure that all funds received are identified with the Advisory Board of the POC Fund (Denis Trafecanty and Michael Pinto). All donations to The San Diego Foundation [a 501 (c) 3] are tax deductible. Here are the two ways to contribute:

**PROTECT
OUR
COMMUNITIES!**



COLD STEEL

MAKE CHECKS PAYABLE TO:

The San Diego Foundation for the "Protect Our Communities Fund"

Choice #1 - Mail to:

PROTECT OUR COMMUNITIES FUND

The San Diego Foundation c/o Emily Young

2508 Historic Decatur Rd., Ste. 200

San Diego, CA 92106

Phone: 619-235-2300

eyoung@sdfoundation.org

www.sdfoundation.org

Choice #2 - Mail to:

PROTECT OUR COMMUNITIES FUND

c/o Denis Trafecanty

P.O. Box 305

Santa Ysabel, CA 92070

Phone: 760-703-1149

denis@vitalityweb.com

PLEDGES: Pledges can be sent via email to: denis@vitalityweb.com. Kindly state the amount pledged and the date(s) when you can afford to remit the funds. We would like pledges through 12/31/08, as we anticipate legal action if the CPUC approves the proposed T line.



CALIFORNIA PUBLIC UTILITIES COMMISSION
U.S. BUREAU OF LAND MANAGEMENT



Comment Form

Proposed Sunrise Powerlink Project

Date: 2.5.07

Name*: Penelope Young Andrade

Affiliation (if any)*: S.D. Center for Biopsychosynthesis

Address*: 12930 CALLE DE LAS ROSAS

City, State, Zip Code*: S.D. 91819

Telephone Number*: 858-484-5484

Email*: penart@abaci.com

Comment: NO DESECRATION OF ANZA BARRIO
YOU MUST FIND OTHER ALTERNATIVES.

NO EMF EXPOSURE FOR HUMANS.
YOU MUST AND CAN FIND OTHER ALTERNATIVES

YES TO LOCAL, RENEWABLE, COUNTY
SOURCES OF ELECTRICITY

YES YES TO NON WIRE ALTERNATIVES

YOU ARE SMART PEOPLE - MAKE HUMAN
& ENVIRONMENTAL NEEDS NON NEGOTIABLE
AND YOU WILL FIND OTHER SOLUTIONS.

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by February 24, 2007. Comments may also be faxed to the project hotline at (866) 711-3106 or emailed to sunrise@aspenerg.com.

Sunrise Powerlink Project Coastal Link Alternatives State Route 56 Alternative

The *Notice of Second Round of Scoping Meetings on Alternatives to the Proposed Sunrise Powerlink Project* eliminates the Coastal Link State Route 56 Alternative, out-of-hand, stating simply that:

State Route 56 Alternative diverges from the Project at the Chicarita Substation. From this point the line continues overhead transitioning to underground near Rancho Peñasquitos Boulevard at the SR56 overpass. The line would remain buried and enter the median of SR56 continuing west until it reaches the existing overhead lines north of the western terminus of Park Village Drive. The line would continue overhead and south along this ROW until it rejoins the Project at MP 146.5 Avoids Los Peñasquitos Canyon Preserve and Park Village Drive. Eliminated because it is regulatorily infeasible as longitudinal encroachments into limited access freeways are prohibited by Caltrans regulations.

The West Chase Homeowners Association submits that this alternative is perhaps the best alternative for the residents of Peñasquitos. It should not simply be dismissed out-of-hand for regulatory expedience and deserves a more complete analysis to determine if it is the best alternative and whether Caltrans regulations should give way to the greater public good. While the Sunrise Powerlink will negatively impact the Rancho Peñasquitos community, no matter what route through the community is ultimately chosen, the route of least impact should not be ignored. The obscure concept of Regulatory Infeasibility should not bar a full evaluation of the best route for Rancho Peñasquitos.

Utility Longitudinal Encroachments – Statutes & Regulations

A look at the pertinent California legislation in the area does not present such an imposing obstacle. In fact, the *California Streets and Highways Code* provides that Caltrans must use reasonable discretion when acting on applications for longitudinal encroachments, providing:

709. *The department shall exercise a reasonable discretion in acting on applications of utilities for permits to occupy freeways for longitudinal locations of facilities, as may be required for the proper discharge of their services to the public.* The department may, however, refuse to grant any applications for any such longitudinal installation which would be inconsistent with public safety or the continued unobstructed use of the freeway for vehicular traffic, or for any type of utility structure inconsistent with the aesthetic values of any landscaped freeway within, or approaching within one mile of, the limits of any city.

It is Caltrans' own regulations that take a somewhat dimmer view of longitudinal encroachments. However, even these regulations provide for an exception procedure.

New Utility Longitudinal Encroachments

(Excerpt from Chapter 17 - Encroachments in Caltrans' Right of Way, Article 2, Pages 17-3 through 17-5)

With the exception of special cases permitted under strictly controlled conditions, new utilities will not be permitted to be installed longitudinally within the access control lines of any freeway or expressway — including installations on structures that cross major valleys or rivers and installations through tunnels. Utilities will not be allowed to be installed longitudinally within the median area. Utilities that transport hazardous materials will not be allowed in a vehicular tunnel under any circumstances.

These provisions were established to provide for the maximum degree of safety and to preserve the traffic-carrying capacity, both of which are warranted by the large public fund investment in freeways. ***Exceptions can be made at locations where circumstances make it impossible or unreasonably costly to locate utilities outside of the access controlled right of way. To the extent feasible and practicable, any utility installations allowed within access controlled rights of way should be located so that they can be serviced and maintained from outside the right of way.***

Exceptions

Requests for utility encroachments or utility access within freeway or expressway right of way are considered an exception to policy and are to be submitted to the Program Manager of the Design and Local Program (DLP) for approval.

On February 22, 1988, Executive Order No. 85-11 established the Caltrans Encroachment Committee (CEC) to review and approve encroachment exceptions. All authorities and responsibilities of the CEC have been transferred to the DLP Program Manager, who has delegated it to the Chief of Office of CTC Highway Appearances, Highway Encroachments and Resource Conservation, and the CEC has been abolished. An Encroachment Advisory Group (EAG) is utilized to assist in the resolution of the more complex encroachment requests, but the DLP Manager reserves the authority to make the final decisions.

Justification for Exceptions

Where such longitudinal installations are requested, the utility owner must assure Caltrans of all of the following:

- That the accommodation will not adversely affect highway safety and traffic operations.
- That alternate locations are not available or cannot be implemented at a reasonable cost, from the standpoint of providing efficient utility services in a manner conducive to safety, durability, and economy of maintenance and operations.
- That the accommodation will not adversely affect the design, construction, operation, maintenance, or stability of the highway facility.

- That the accommodation will not interfere with or impair the present use or future expansion of the highway facility.
- That disapproval of the use of the right of way would result in loss of productive agricultural land, or loss of productivity of agricultural land, if any. In this case, the utility must provide information on the direct and indirect environmental and economic effects of such loss. These effects will be evaluated and considered by Caltrans.
- That the utility be located in such a manner that it can be serviced, maintained, and operated without being accessed from the through-traffic roadways or ramps — except for special cases where alternate locations or means of access are unavailable or impractical due to terrain or environmental constraints — and where such use will not adversely affect safety or cause damage to the State facility.

The Statute and the Regulations provide a framework for the approval of an exception – for a longitudinal encroachment of State Route 56 to minimize the impact of the Sunrise Powerlink on the residents of the Rancho Peñasquitos community. Whether it is truly a worthwhile alternative and one that can meet and rise above the objections of Caltrans is yet to be determined. Such a determination requires further study. Study like that to be conducted on alternatives retained for detailed analysis. Only when such an analysis is conducted, with an eye towards meeting Caltrans requirements and objections, can this option be accepted or rightfully rejected.

While the Sunrise Powerlink will negatively impact the Rancho Peñasquitos community, no matter what route through the community is ultimately chosen, the route of least impact should not be ignored. The obscure concept of Regulatory Infeasibility should not bar a full evaluation of the best route for Rancho Peñasquitos. Please conduct the analysis and make the proper determination for the residents of Rancho Peñasquitos.

We respectfully request that you retain the State Route 56 Alternative to the Coastal Link for further analysis.

Dated: February 5, 2007

Respectfully submitted,

West Chase Homeowner's Association

By: _____
Keith Ritchey
Powerlink Issues Manager

8744 Creekwood Lane
San Diego, CA 92129
Telephone: 858-484-4429
Facsimile: 858-484-8721
E-mail: kritchey@san.rr.com

Told Mr. Murphy -
Items of Concern - Not in any order of Concern -

1. Fire - Was told they would not let firefighters fight fire under lines but I can get my cattle out of harms way by riding horses under lines -
2. Decrease Value of property and all of ranch and many neighbors are all in Williamson Act. Sub. status effect Williamson Act according to Co. assessors office in San Diego. We are in the act to keep it ~~in~~ etc.
3. EMT effect cattle to hurt production and cost of income on ranch. Sterial of cattle to reduce calf crop. ~~and~~ reproduction.
4. Right of way needs so as ~~not~~ to be able to put more lines on R/W after P.U.C. approval. SDG&E admitted to the fact they are going to expand line in future.
5. SDG&E said they would run roads wherever necessary to be able to get to lines for maintenance.
6. Can go underground all the way across private Prop. Use public land better yet go alternate route in South by Board along Hwy 8 where line are already there.
7. Golden Eagle ~~is~~ ~~in~~ ~~the~~ ~~area~~
8. Drive View with Dwers in Back Country.

MAIL -
25000 HESA GRANDE RD.
SANTA YSABEL
CA 92070

NORMAN FEIGEL
BLANDALE RANCH Partnership

760-782-3407

**COMMENTS FOR THE SECOND ROUND OF SCOPING MEETINGS ON
ALTERNATIVES TO THE PROPOSED SUNRISE POWERLINK PROJECT**

Representatives of the California Public Utilities Commission and the United States
Bureau of Land Management:

Thank you for taking the time to solicit additional comments concerning this large and very controversial project. My name is Jeanette Hartman and I write these author these comments on behalf People's Powerlink, a group of volunteers who live in the vicinity of Julian and Wynola.

There is untapped potential in San Diego County for generating electricity without new transmission lines. This potential includes: energy efficiency, demand-response, renewable generation, distributed generation and clean fossil-fired generation. All of these energy-producing techniques are included in the "Non-Wires" alternative to Sunrise.

The infrastructure to implement the non-wires alternative is also in place in San Diego, or can be reasonably developed, with the CPUC and California Energy Commission solar programs, the San Diego Regional Sustainability Partnership, the San Diego Regional Energy Office and its companion Resource Center, the San Diego Alternative Energy Institute, the new Science Applications International global warming division, and an increasing interest by the general public in energy conservation and renewable generation.

We support the inclusion of the non-wires alternative as an alternative to be evaluated in the EIR and EIS process. We believe that the non-wires alternative is the alternative that is preferable to the Sunrise Powerlink transmission line because it has far fewer impacts and will be less expensive to implement. Selection of the non-wires alternative over the proposed Sunrise project helps to pave the way to a new and better energy future.

Thank you,

Jeanette Hartman
PO Box 1497
Julian, CA 92036
619-318-6634



CALIFORNIA PUBLIC UTILITIES COMMISSION
U.S. BUREAU OF LAND MANAGEMENT



Comment Form

Proposed Sunrise Powerlink Project

Date: 2-6-07

Name*: PERRY JONES

Affiliation (if any)*: SDCEA BOARD

Address*: 15245 MOONGLOW DR.

City, State, Zip Code*: RAMONA, CA 92065

Telephone Number*: 760 789-2415

Email*: _____

Comment: I would highly recommend that the line be kept underground from mile post 122 to mile post 125.

Over 90% of all traffic from SDCE goes on San Vicente. In addition many people returning from "down the hill" to Ramona use Wild Cat Canyon.

Keep the line underground until after it leaves Wild Cat Canyon going in a South Westerly direction.

**Please print. Your name, address, and comments become public information and may be released to interested parties if requested.*

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by February 24, 2007. Comments may also be faxed to the project hotline at (866) 711-3106 or emailed to sunrise@aspenerg.com.

JULY 13-2007



CALIFORNIA PUBLIC UTILITIES COMMISSION
U.S. BUREAU OF LAND MANAGEMENT



Comment Form

Proposed Sunrise Powerlink Project

Date: 2/6/07

Name*: Patricia McConnell - Santa Ysabel Gen Store

Affiliation (if any)*: shop owner in Santa Ysabel

Address*: Po Box 153

City, State, Zip Code*: Santa Ysabel, Ca 92070

Telephone Number*: 760 765 1139

Email*: n/a

~~ALTERNATIVE - ALONG MEXICAN BORDER Fence Line~~

underwater to the Ocean up to LOS Angeles

Comment: This is an awful idea - ^{electrical} rates will increase to those in the area (we will not benefit), it will ruin the panoramic views, it will destroy wildlife where digging/excavating/cutting trees etc - * it will disrupt wildlife, it will be ugly to look at for tourist who come from all over the world. The tourists who love to come here, heard about Julian & Santa Ysabel + Warners because it is so Beautiful! I won't help business at all. Underground is the ONLY way to go if it must happen. The tax payers (us) should have a voice - but the all powerful electric utilities tend to push the little guys around (us)!

100 feet or will also be disrupted!

*100 acre earthmoving in San Felipe is HORRIBLE!

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

ALTERNATIVES: No Power lines thru State/Fed PARKS!

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by February 24, 2007. Comments may also be faxed to the project hotline at (866) 711-3106 or emailed to sunrise@aspenerg.com. *+add new lines*

go through Southern Route + Highway P - upgrade & use routes where lines already exist!
Impacts Property VALUES!

Read Message

From: Tad Hurst <THurst@Chemnavigator.com>

[add to contacts]

To: sunrise@aspeneg.com, bcb@cpuc.ca.gov

Cc: Tad Hurst <THurst@Chemnavigator.com>, SDHGPA@yahoogroups.com

Date: Tuesday, February 06, 2007 07:37 pm

Subject: Sunrise Powerlink - Attention Susan Lee

Attention: Susan Lee

As you requested following the meeting last night (CPUC at penasquitos- Mon. Feb 5), I have included maps that show the two flying sites that would be dramatically impacted by the I-8 alternative, and/or routes BCD and WF25 (West of Forest). These two sites are used by hang glider and paraglider pilots every week, and are the two most used and important mountain sites in San Diego County.

These sites are called Horse Canyon and Blossom Valley by the HG community. Losing these sites would have a devastating effect on hang gliding and paragliding in the Southern California area.

Another mountain site, Laguna Mountain is very close to two other alternate routines. These routines have been rejected, and the Laguna Mountain site is no longer impacted directly by the proposals. Laguna is rarely used by Paraglider pilots, but more often by Hang Glider pilots.

Horse Canyon:

Horse is near the intersection of I-8 and Buckman Springs Road. The launch is on the ridge to the NE of the intersection, and the two landing zones are on opposite corners of the intersection. On the SE corner, in the USFS land is the primary paragliding (PG) landing zone (LZ). On the NW corner, in land owned by a private farmer (Mr. Anderson), is the primary Hang Gliding (HG) LZ. Both of these LZs are vital to the site. The HG LZ is much larger, but further away from the ridge. HG pilots prefer this LZ because of its size. The PG LZ is smaller and slightly closer. It does not require crossing the freeway. It is preferred by PG pilots because paragliders are slower than Hang gliders, and cannot always make the longer trek to the HG LZ. Paragliders can more easily land in smaller places.

Pilots often land in other mini-cross country spots, including the crossing point of I-8 and la Posta road, and at Crestwood road and I-8, both to the south-east of the site. These two landing areas would also be affected by the i-8 and related alternatives.

Blossom Valley.

This site is located just East of lakeside. The launch is just to the north of Quail Canyon road near the beginning of the Talon's Reach subdivision. The primary PG LZ is below launch and is on the south side of El Monte road. The main HG LZ is across the road near the wash (the San Diego River bed). The real attraction of this site is NOT the small launch hill, but its accessibility to El Cajon Mountain, approximately 2 miles to the NE of launch. The proposed alternative WF25 would apparently run between launch and El Cajon Mountain, making the usual flight path treacherous (I am putting that lightly). In addition, small planes from Gillespie field frequently fly through that valley, and might also be impacted by the WF25

lines.

Possible mitigation of impact:

The primary proposed route does not impact HG/PG. If the I-8 and BCD, WF25 alternative are rejected, there is no impact on HG/PG. We urge you to reject them.

If they are not rejected, other measures could be taken to reduce the impact. At Horse Canyon, if a 3 mile section could be underground, our access to the two primary LZs could be maintained. The lines could be moved to the West of old Buckman Springs road. This would put them closer to Mountain Empire public school, however

At Blossom Valley, the lines could be moved to the East so they go around the East side of El Cajon Mountain along the current inaccessible road called El Cajon Mountain Truck Trail. This path would have no effect on HG and PG in the area. That is the lee side of the mountain, and is completely dangerous for flying with or without power lines. This path would require that the lines pass through the Barona Indian reservation.

I have included links to the following maps(<http://www.geocities.com/tadhurst/powerLink/>)

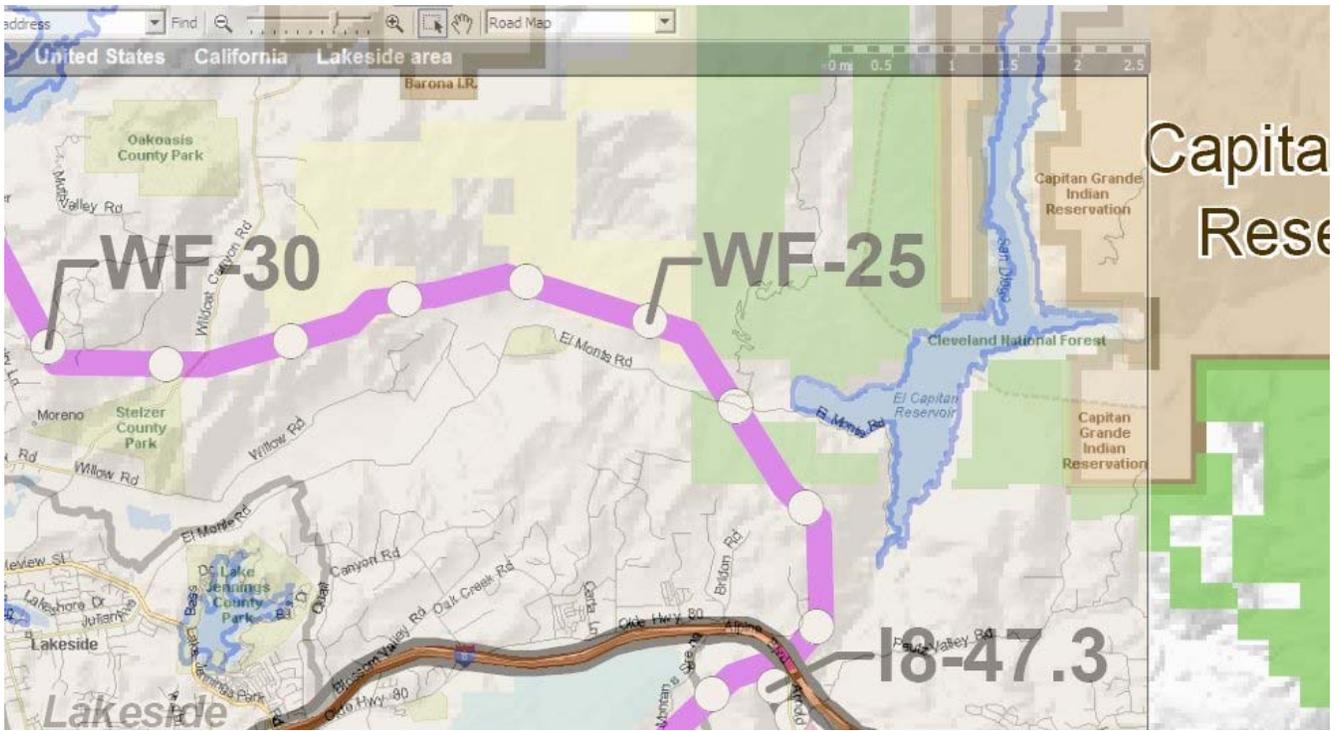
- 1) Horse canyon goggle earth vertical - shows launch and both LZs
(<http://www.geocities.com/tadhurst/powerLink/horseGE.jpg>)
- 2) Horse canyon goggle earth tilted - shows launch and both LZs
(<http://www.geocities.com/tadhurst/powerLink/horseGE2.jpg>)
- 3) Blossom google earth with WF25 overlaid (vertical) - shows launch and LZ and El Cajon Mountain, and the WF25 route through the valley
(<http://www.geocities.com/tadhurst/powerLink/BlossomPowerLinkGE.jpg>)
- 4) Blossom google Earth tilted, with WF25 visible between launch and El Cajon Mountain (El Cap)
(<http://www.geocities.com/tadhurst/powerLink/BlossomPowerLinkGE3.jpg>)
- 5) Blossom WF25 overlaid with road map
(<http://www.geocities.com/tadhurst/powerLink/BlossomPowerLink.jpg>)

If you have question, please let me know. Please reply to let me know that you received this message.

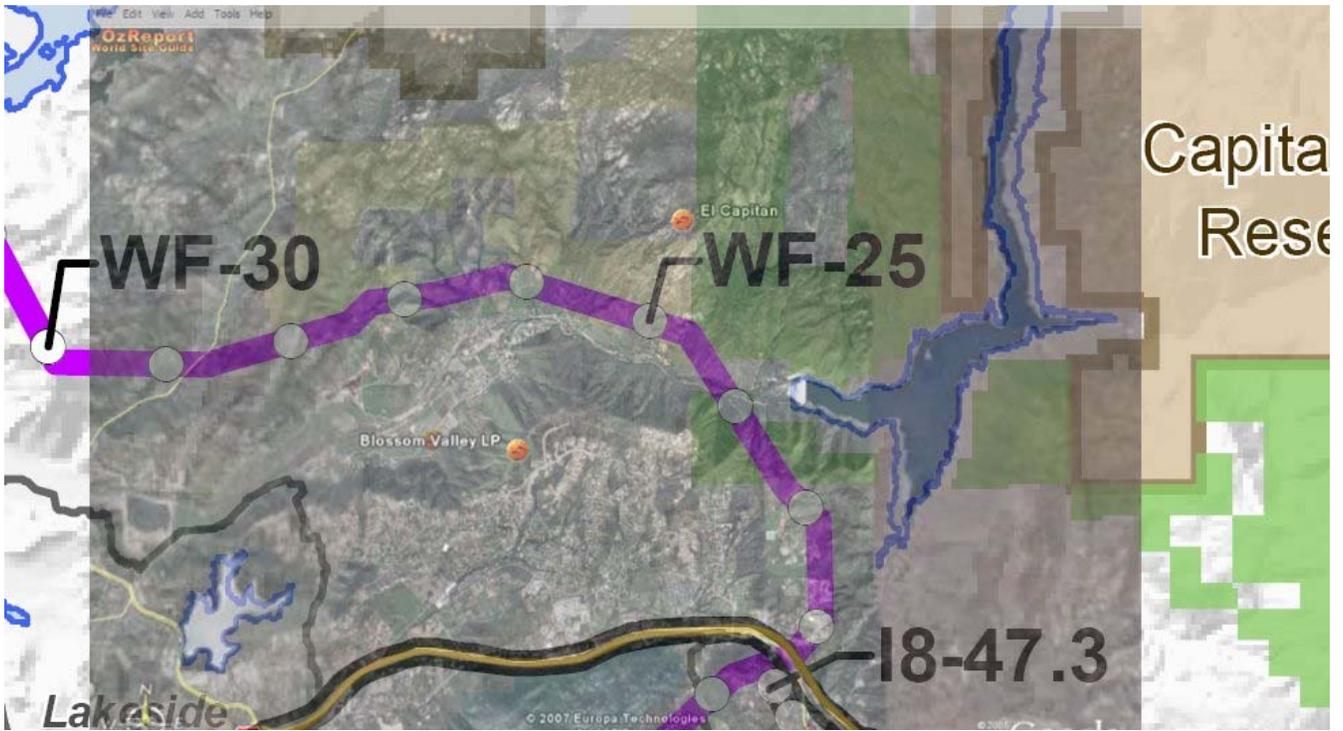
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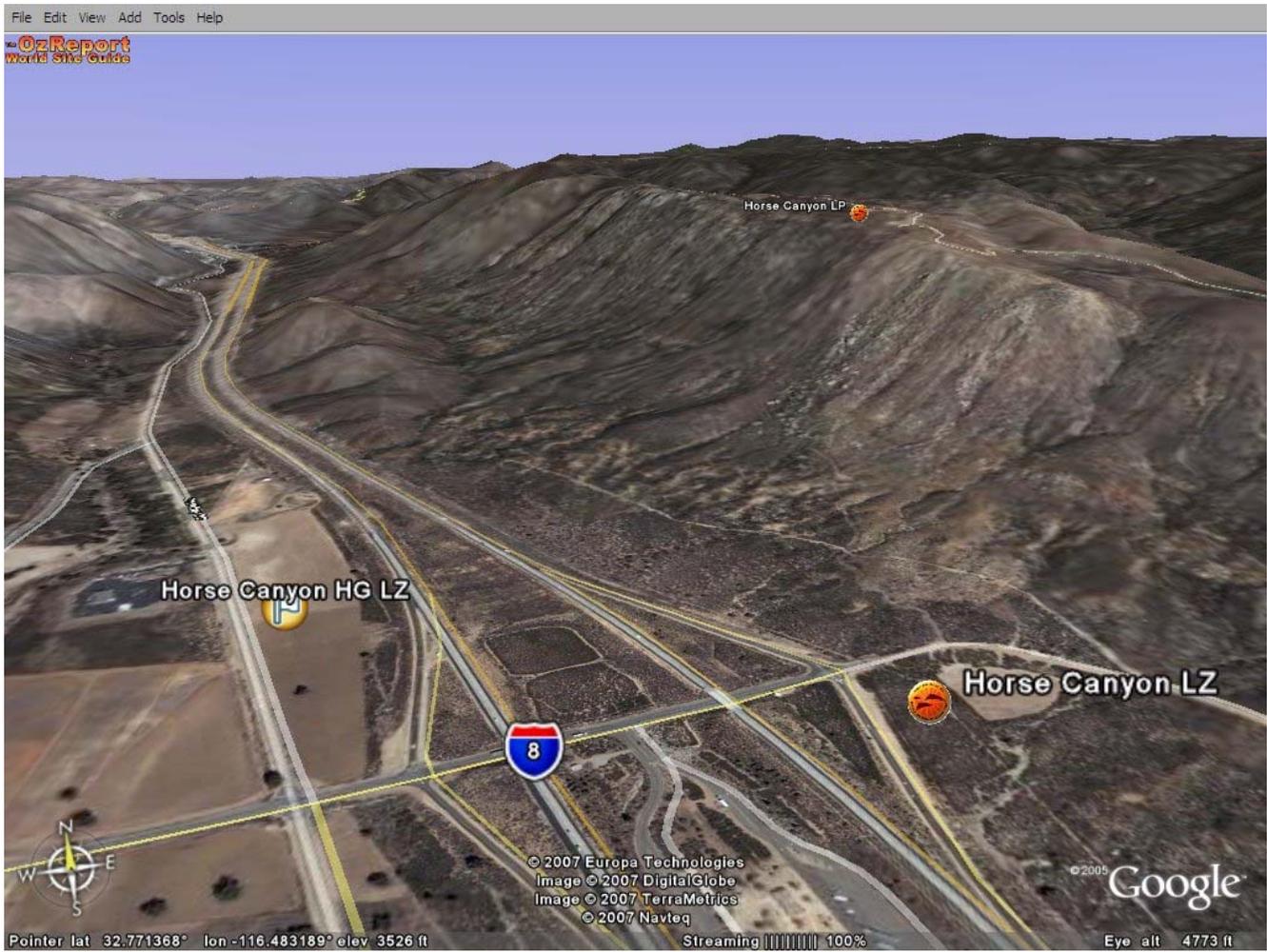
Dr. Tad Hurst
Director, United States Hang Gliding and Paragliding Association
Director, San Diego Hang Gliding and Paragliding Association

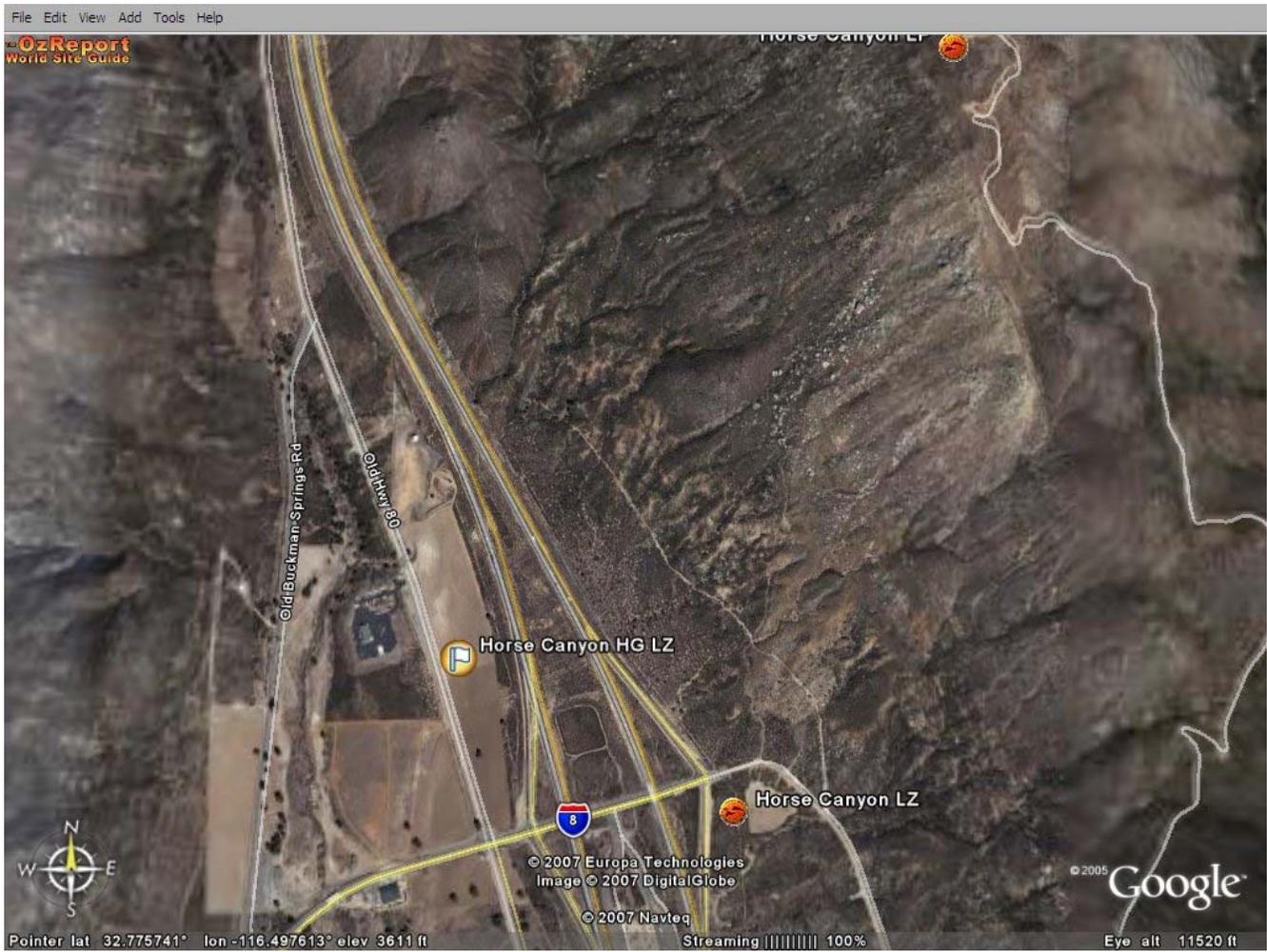
858-395-7804
thurst@chemnavigator.com
119169 Oakview Way, San Diego, 92128













UTILITY CONSUMERS' ACTION NETWORK

3100 Fifth Ave. Suite B, San Diego, CA 92103

Tel: (619) 696-6966 Fax: (619) 696-7477

Web: www.ucan.org e-mail: mshames@ucan.org

February 6, 2007

Susan Lee
Vice President, SF Office
Aspen Environmental Group
235 Montgomery Street #935
San Francisco, CA 94104

Subject: A.06-08-010; Utility Consumers' Action Network (UCAN) Comments on Sunrise Powerlink CPCN Application EIR Scope

DELIVERED VIA E-MAIL

Dear Susan,

A UCAN representative will not be able to attend any of the second round of scoping meetings. However, I would like to call Aspen's attention to several items which merit consideration in the EIR/EIS.

First and foremost, the CAISO testimony filed with the CPUC on 1/26/07 alleges, in numerous places, that 2500 Mw of new generation development will occur in the Imperial Valley between now and 2015 if and only if a new 500 KV transmission line is built out of the Imperial Valley. Thus, it is the CAISO's opinion that a clear consequence of building the proposed Sunrise project is that there will be 2500 Mw of new generation built and operated in the Imperial Valley which would not be present under the No Action alternative.

As the preparer of the EIR/EIS, UCAN submits that Aspen will need to decide whether it believes the CAISO contention or not. If it does, then the EIR/EIS must clearly include the environmental impacts of building and operating 2500 Mw of new generation as a consequence of approving the Sunrise project. UCAN recommends that Aspen review the environmental analysis done for the CEC in its role as lead agency in permitting the Salton Sea 6 geothermal project as an example of the sort of analysis which the Sunrise EIR/EIS will require (albeit 8 times larger for Sunrise than for Salton Sea 6, since the ISO expects 1600 Mw of new geothermal, not just the 200 Mw addressed in the Salton Sea 6 proceeding). Likewise, the pending AFC application for the Stirling project in the Imperial Valley should address the impacts of the CAISO-forecasted solar development attributed to Sunrise, since it is precisely the Stirling project which the CAISO predicts will be built if Sunrise goes forward but will not be built under the No Action alternative.

UCAN Letter re: Sunrise EIR/EIS
Page Two

Alternatively, Aspen may determine that the CAISO's claim that Imperial Valley generation development is contingent upon Sunrise is not credible. Certainly SDG&E does not believe it, as evidenced by recent SDG&E's data responses to UCAN data requests 8-29 and 8-35, showing that between 99.9 and 100 percent of Imperial Valley renewable generation (over 21,000 gwh per year by the year 2015) will be generated whether or not Sunrise is built. We also recommend you look at SDG&E's response to UCAN data request 8-30, showing that prices for Imperial Valley generators, whether they deliver at Imperial Valley or at Miguel, will be little affected by whether or not Sunrise is built. If Aspen finds the CAISO's claims not credible, then it must clearly state this to be the case in order to justify not analyzing the environmental impacts of thousands of Mw of new generation in the Sunrise EIR/EIS.

UCAN offers a second observation in regards to Section F of the notice of the second round of scoping meetings, Aspen refers to SDG&E claims that additional 230 KV transmission lines connecting to the proposed Central substation are likely to be built by 2020. In the SDG&E testimony filed with the CPUC on 1/26/07 (not to be confused with the CAISO testimony of the same date), SDG&E has analyzed 2020 grid operations for some 15 different scenarios. To the extent SDG&E has failed to include more than two 230 KV lines connecting to Central substation in any of those scenarios, they have contradicted their statements to Aspen. UCAN urges Aspen to require SDG&E to revise its 2020 modeling to be consistent with its representations to Aspen regarding future expansion of the Central substation.

I trust that these observations will be useful for your CPCN review process. Please contact myself or David Marcus if you have any questions about the above.

Very truly yours,

Michael Shames

Michael Shames



CALIFORNIA PUBLIC UTILITIES COMMISSION
U.S. BUREAU OF LAND MANAGEMENT



Comment Form

Proposed Sunrise Powerlink Project

Date: 2/7/07
 Name*: Gregg Miller
 Affiliation (if any)*: Concerned Residents of Boulder Creek
 Address*: 31675 Tale Springs Rd. P.O. Box 394
 City, State, Zip Code*: Descanso, CA 91916-0394
 Telephone Number*: (619) 742-0060
 Email*: None

Comment: Concerns related to Southwest Powerlink Alternatives
Route D Alternative and related portions of I-8 Alternative
and BCD Alternative. Figure 8 sections D-35 through D-45

Environmental/ecological impact upon CNF:

- Watershed for San Diego River
- Extremely rugged + sensitive Terrain
- Negative impact of construction + maintenance
- Limited access for construction, maintenance, fire protection
- Weather and fire related impacts
- Home and property owner concerns
- Aesthetic and recreational impacts

Please see attached

**Please print. Your name, address, and comments become public information and may be released to interested parties if requested.*

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by February 24, 2007. Comments may also be faxed to the project hotline at (866) 711-3106 or emailed to sunrise@aspeneg.com.

2/7/07

Gregg Miller
Concerned Residents of Boulder Creek
31675 Tule Springs Road, P.O. Box 394
Descanso, CA 91916-0394
(619) 742-0060

CPUC/BLM c/o Aspen Environmental Group

Concerns related to Southwest Powerlink Alternatives: Route D Alternative and related portions of Interstate 8 Alternative and BCD Alternative.

Environmental/ecological and aesthetic impact upon the CNF; specifically areas previously proposed for wilderness designation such as Cedar Creek, Eagle Peak, Tule Springs and No Name (watershed for Conejos Creek and Valley).

Watershed from the Cuyamaca Mountains to the San Diego River valley; including year-round creeks, King Creek, Conejos Creek, Johnson Creek, Boulder Creek, Cedar Creek, Ritchie Creek, and the upper San Diego River.

Extremely rugged terrain due to an elevation change of near 4,000 feet, over a distance less than 7 miles, from the Cuyamaca Mountains to the San Diego River valley, cut with gorges from all major creeks and their tributaries, resulting in slopes and ruggedness similar to, if not more extreme than, the Banner Canyon area. The proposed powerline runs perpendicular to the general direction of numerous ridges and gorges for approximately 16 miles through this region.

Access for construction and maintenance in this area is limited and the potential for environmental destruction is greatly enhanced by the ruggedness of the terrain and lack of paved roads. Extreme erosion occurs to existing powerline access roads which often necessitates the use of heavy equipment for routine maintenance and repairs. Considering the terrain and extensive watershed of this area, initial construction and continued disturbance for maintenance activities could result in severe environmental disruption potentially forever. Additionally, seasonal flooding on King Creek at Boulder Creek Road (Echo Dell), Boulder Creek at Boulder Creek Road, and Cedar Creek at Cedar Creek Road renders these points inaccessible for short periods.

The northwest to southeast orientation and extreme western slope of the Cuyamaca Mountains enhances northeast to east winds associated with local "Santa Ana wind" conditions resulting, consistently, in wind gusts exceeding 70-80 mph. Frequent wind related power outages occur within the existing powerline which runs perpendicular to these wind directions.

In addition to local "Santa Ana" conditions, prevailing up slope and down slope winds contribute, in an already volatile chaparral environment, to destructive fire danger either to, or from, power lines. The 2003 Cedar Fire, starting in the Cedar Creek canyon area, resulting in major losses to life, property and habitat, also destroyed almost the entire existing powerline through this area. More recently, during "Santa Ana" conditions in September, 2006, a fire attributed to the existing powerline, started at the base of a power pole at the head of a canyon opening into Conejos Valley and, subsequently, into the communities of Viejas, Alpine, Harbison Canyon, Blossom Valley, Crest, Lakeside and along the I-8 corridor to El Cajon (deja-vu, Cedar Fire). This fire was contained within a half day due to: Early detection, a local resident noticed a small spot fire on his way to work in the morning and reported it. Relatively quick response, within 2 hours ground crews, aided by helicopters and air tankers, were on scene. And, Vegetation in the area was previously burned in the Cedar Fire.

In the area designated D-39, Figure 8, six permanent residences are located within 300 yds., four of these within 100 yds., of the existing powerline which is comparably low in voltage (health concern) and of

relatively unobtrusive wood pole construction (aesthetic concern). Most residents and property owners are in this area, despite lack of postal, telephone, gas, electrical, school transportation, law enforcement, fire protection and other community or convenience services, for the aesthetic values of minimal development, views to the Pacific Ocean, the Cuyamaca and other mountain ranges, and the unobstructed natural landscape in general. Mountain biking, hiking, sight-seeing and other recreational activities are becoming increasingly popular in this area due to these “get-away” values similar to those in the Anza Borrego Desert State Park.

Back Country Coalition

Post Office Box 70 • Santa Ysabel, CA 92070 • 760-765-2132

February 8, 2007

HAND DELIVERED

Bobby Shriver, Chair
CA State Park and Recreation Commission
P.O. Box 942896
Sacramento, CA 94196-0001

Ruth Coleman, State Parks Director
Department of Park and Recreation
1416 9th Street
Sacramento, CA 95814

SUBJECT: De-Designation of Anza-Borrego Desert State Park - Opposition

The Back Country Coalition (BCC) is an organization of concerned citizens dedicated to the protection of natural, cultural and scenic resources, responsible land use planning and the enhancement of quality of life throughout San Diego County. We have joined with other concerned individuals and groups to help ensure that decisions made for our communities regarding future energy supplies provide for modern, diverse, economical, sustainable and renewable energy generation and those decisions are made in the best interests of all residents and environmental resources.

We are strongly opposed to the proposed de-designation of the Anza-Borrego Desert State Park. Such an action would set a horrible precedent for the future of all parks: local, state and federal. These are PUBLIC lands wisely set aside for human recreation, enjoyment, spiritual renewal as well as for the protection and conservation of some of our most highly valued and rare natural, cultural and scenic treasures.

Please bear in mind that the Sempra/SDG&E 's proposed project may ostensibly be planned as a public utility, but the benefits derived from the proposed Sunrise Powerlink project would be mainly to PRIVATE corporate investors. The project has been revealed as a self-serving, ill-conceived, monopolistic attempt to trash San Diego County in order to sell cheap, dirty power from Sempra's Mexico plant(s) through our parks, wilderness areas, mountains and rural communities to Riverside, Orange and Los Angeles counties, where the biggest, most lucrative markets exist. This has been proven by information made public in the past and will be further demonstrated in subsequent letters in response to the project's Scoping Report II recently circulated by the Aspen Environmental Group.

SDG&E's oft-quoted, specious claim to need the Sunrise Powerlink project "to keep the lights on in San Diego" has been revealed to be completely untrue. It is merely a convenient sound bite for media consumption in the utility's attempt to garner public support through fear mongering. Construction of the monster-sized towers throughout some of the most scenic, environmentally sensitive land in the U.S.A. for the benefit of Sempra's financial bottom line is as outrageous as it is dangerously irresponsible.

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The “preferred alignment” not only would devastate priceless public lands for the benefit of private corporate speculation, much of it is located along the active Elsinore fault. Rare and threatened plant and animal species would be put at serious risk for no other reason than the creation of unnecessary towers of power and monetary gain by the corporations involved.

The action which you are considering is morally and ethically wrong. To destroy treasured public resources for private gain is the worst aspect of capitalism, and to do so when there are superior alternatives that have been known for years is beyond comprehension.

The Sunrise Powerlink project ignores regional planning in which San Diego Gas & Electric participated and was a signatory. The San Diego Regional Energy Strategy 2030 placed strong emphasis on local energy generation and renewable power sources, the antipode to the Sunrise Powerlink proposed project.

BCC respectfully requests that the California Department of Park and Recreation continue as leaders in stewardship of the land they are expected to protect and the resources the public expects to be conserved. We hope you will at least wait until all information has been gathered before making such a monumentally important and potentially devastating decision.

We appreciate the opportunity to attend this hearing and thank you for considering our comments.

Sincerely,

Bonnie Gendron
BCC Coordinator

George Courser
BCC Director

cc: U.S. Senator Barbara Boxer
U.S. Senator Dianne Feinstein
Governor Arnold Schwarzenegger
Mark Jorgensen Superintendent, Anza-Borrego Desert State Park
Senator Christine Kehoe
Senator Denise Moreno Ducheny
Assemblywoman Lori Saldaña
Supervisor Dianne Jacob, 2nd District
Supervisor Bill Horn, 5th District
Supervisor Pam Slater-Price, 3rd District